

TRANSPORTATION

GREAT
Northern, Eastern, and Western
RAILROAD ROUTE

VIA
Jeffersonville Railroad

Shortest, Quickest, and Most Direct
Route to
Indianapolis, Lafayette, Chicago, Detroit, Grand
Rapids, Kalamazoo, Cincinnati, Cleveland,
Buffalo, New York, Boston, Pittsburgh, Phila-
delphia, Washington, Philadelphia, Terre Har-
rington, Evansville, Chicago, Springfield, St.
Louis, etc.

THE JEFFERSONVILLE RAILROAD
This road is loaded with heavy T rail and steel ball
and is well stocked with superior locomotives and
freight cars. It is the shortest route to all the
above named cities, and has the best connections.
It is the shortest route from Louisville to St. Louis, and
from Louisville to Chicago, and the best route from
Louisville to New York, Philadelphia, Baltimore,
Washington, Philadelphia, Cleveland, Buffalo, New
York, Boston, etc.

FIRST TRAIN—Indianapolis Express leaves
Jeffersonville at 7:30 a. m., making a direct connection with the
Chicago and Indianapolis Railroad for Lafayette, Chicago,
Detroit, etc., with the Terre Haute and
Louisville Railroad for Terre Haute, St. Louis, etc.; with
Hannibal and St. Louis, and the Indiana
Central for Hannibal, St. Louis, Baltimore,
Washington, Philadelphia, Cleveland, Buffalo, New
York, Boston, etc.

SECOND TRAIN—Cincinnati Express leaves
Jeffersonville at 2:15 p. m. and arrives in Cincinnati
at 7:30 p. m., connecting the west-bound Chicago and
St. Louis Express Trains from Cincinnati, New York and Wash-
ington, and the east-bound Chicago and St. Louis
Express Trains from Chicago and Indianapolis to
Jeffersonville.

steamed for the West, and the Indiana
 railroad and Indiana Central Railroad
 East.
 From Louisville via Jeffersonville to
 Indianapolis, 4½ hours;
 Cincinnati, 5½ hours;
 Chicago, 10½ hours;
 Terre Haute, 3 hours;
 Evansville, 1½ hours;
 Saint Louis, 4½ hours;
 St. Paul, 10½ hours;
 Baltimore, 12 hours;
 Boston, 20½ hours;
 New York, 24 hours;
 Philadelphia, 12½ hours;
 Washington, 10½ hours;
 Richmond, 12½ hours;
 Washington, 8½ hours.
 Through checked trains from Jeffersonville
 to Chicago and Cincinnati.
LOUISVILLE—By a recent arrangement with
 the U. S. & C. P. R. a new express new
 way locomotive, Cars and Conductors, the
 Louisville and Nashville Railroad, which
 which greatly facilitates the transportation of
 freight and passengers to Chicago, Cincinnati
 and Baltimore, and the advance
 of the Louisville and Nashville Railroad.
 For through tickets and information in re-
 ference to the office, see the New York
 office, and the Louisville and Nashville
 office.
 J. B. SICKLER, Master Freight Agent,
 Louisville, Ky.
 J. B. SICKLER, Master Freight Agent,
 Louisville, Ky.
**LOUISVILLE AND FRANKLIN
 AND LEXINGTON AND FRANKLIN
 RAILROADS.**
 WINTER ARRANGEMENT FOR 1930
 DAILY PASSENGER TRAINS—BUREAU
 ON AND AFTER WEDNES-
 DAY, NOV. 21, 1929, trains will run as follows:
 FIRST TRAIN FROM LOUISVILLE, Ky.,
 stopping at all regular stations, and arriving
 at FRANKLIN, Pa., at 10:30 a. m., and
 at LEXINGTON, Pa., at 11:30 a. m., and
 at STAGERS, Pa., at 12:30 p. m., and
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THIRD TRAIN—Accommodation, leaves Cincinnati at 6:00 p. m. for Springfield; Wilmington; Erie; and Lancaster; Chillicothe and Hillsboro. This train stops at all points between Cincinnati and Springfield.

FOURTH TRAIN—Cleveland and Pittsburgh Express, leaves Cincinnati at 6:00 a. m. and 6:00 p. m. for Cleveland and Pittsburgh. This train stops at all points between Cincinnati and Cleveland.

5. On train on Sunday at 10:00 o'clock Columbus.

6. On train by Columbus time seven miles into Cincinnati.

Fare as low as by any other line.

FOR THROUGH TICKETS.

And information, please apply at the office of the General Agent, at the corner of Third and No. 171 Gibson House Building, and at the southeast corner Union and Front streets, and at the office of the Third and Union streets, East Front street.

W. A. HUBBARD, General Agent.

THE OHIO NINE LINE

California, Pennsylvania and principal Western and every train. This line is the only one above shown, will either passenger or all passenger.